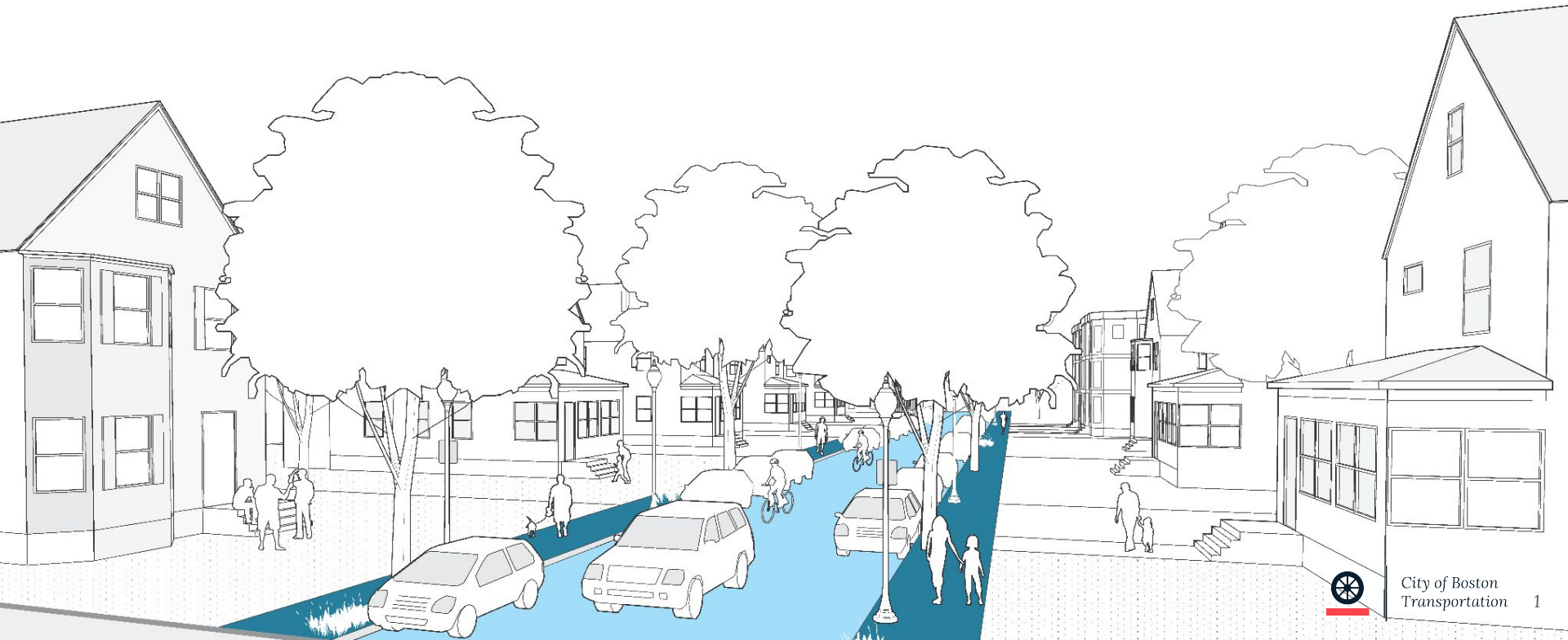


WELCOME TO THE MORELAND ST. / MT. PLEASANT AVE. VIRTUAL MEETING

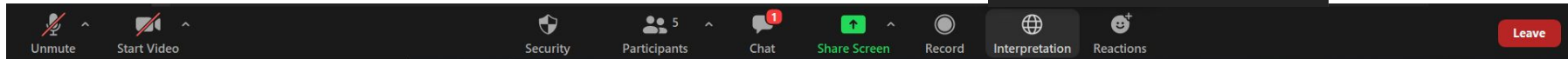
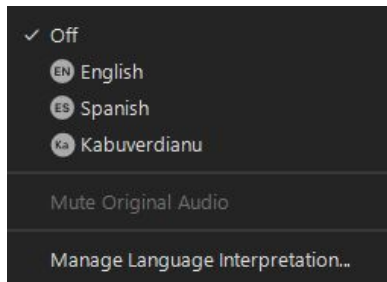
The presentation will begin in a few minutes.



Welcome! ¡Bienvenidos!

For interpretation in Spanish:

1. Go to control bar at the bottom of the screen and Click "Interpretation"
2. Next, click on the language that you would like to hear.
3. You now have access to the Spanish meeting

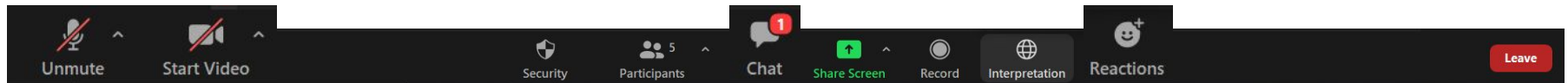


Welcome!

This meeting **will be recorded**.

Your microphones are turned off to start. You will need to unmute to speak.

Update your name in Zoom to include your preferred name and your pronouns.



Neighborhood Slow Streets **MORELAND STREET / MT. PLEASANT AVENUE**

*February 16, 2022
via Zoom*



CITY of BOSTON
Transportation Department

Hi!



Hannah Fong (she/her)

Planner, Active Transportation
Boston Transportation Department
hannah.fong@boston.gov



Dan Merrow (he/him)

Sr. Engineer, Active Transportation
Boston Transportation Department
daniel.merrow@boston.gov



Stefanie Seskin (she/her)

Active Transportation Director
Boston Transportation Department
stefanie.seskin@boston.gov

Moreland Street/ Mt. Pleasant Avenue zone



Tonight's meeting

- ▶ Focused conversation about **three options** for building a safer crossing on **Copeland Street** to the Little Scobie Playground
- ▶ Answer **general questions** about project



What is Neighborhood Slow Streets?

- ▶ Focus on safety on a connected network of small, *neighborhood* streets
- ▶ Built design changes to *improve safety* and *slow speeds*
- ▶ Posted speed limit of **20 MPH**



How we approach design

Engage
residents in
prioritizing **key**
focus areas

Prioritize people
walking and
biking, older
adults, youth,
and people with
disabilities

Reduce crashes
that lead to
serious **injury**
or **fatality**

How we heard from you

BY MAIL

- ▶ letter and survey question mailed in late August 2020

INTERACTIVE SURVEY

- ▶ open through December 2020, published in English, Spanish, and Cape Verdean Creole

OUTDOOR WORKSHOP

- ▶ September 12, 2020 at Gertrude Howes Playground
- ▶ October 3, 2020 at Mount Pleasant Playground

VIRTUAL MEETING

- ▶ May 6, 2021 via Zoom

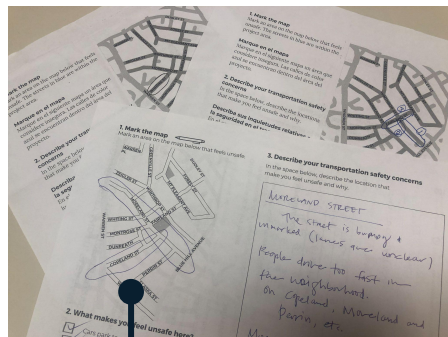
ADDITIONAL FEEDBACK

- ▶ Online feedback form, phone calls with you, and emails with you

How we got here

Fall 2020

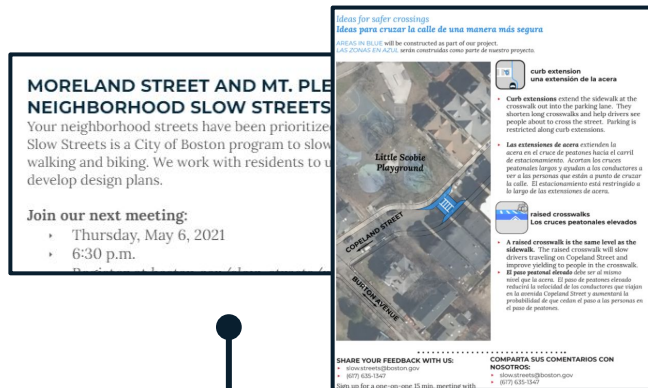
Collected your safety concerns



- Sent a **survey** by mail
- Hosted **pop-up** workshop
- **Online survey**

Spring 2021

Shared initial ideas



- Hosted a virtual meeting in **May 2021**
- **Shared ideas** by mail asking for your feedback

Fall 2021

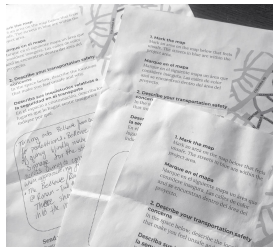
Shared initial designs



- Hosted a virtual meeting in **November 2021**
- Mailed postcards with **updated designs**

How we got here

**YOUR LETTERS,
COMMENTS**



**OUR
OBSERVATIONS**



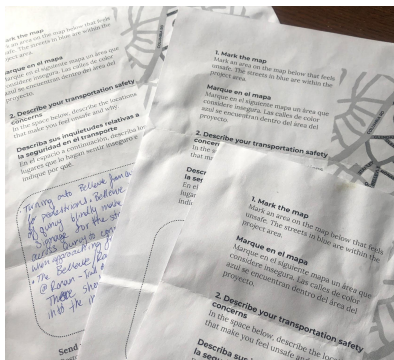
**DESIGN
CONCEPTS**



**DESIGN
CONCEPTS**



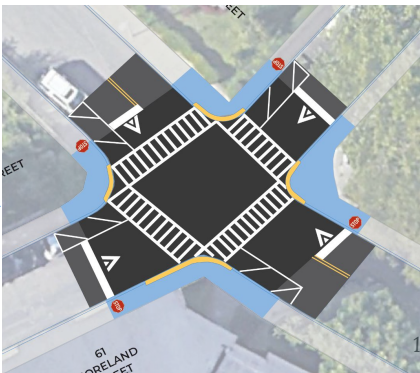
**YOUR LETTERS,
COMMENTS**



FIELDWORK



**INITIAL
DESIGN**



We are here





STREET DESIGN TOOLS FOR SAFER CROSSINGS

CURB EXTENSIONS

Curb extensions create a shorter crossing. The sidewalk is extended into the street and provides more space for building an gradually sloping, accessible ramp.



RAISED CROSSWALKS

Raised crosswalks are at the same level as the sidewalk. They slow drivers and make it easier to see people crossing.



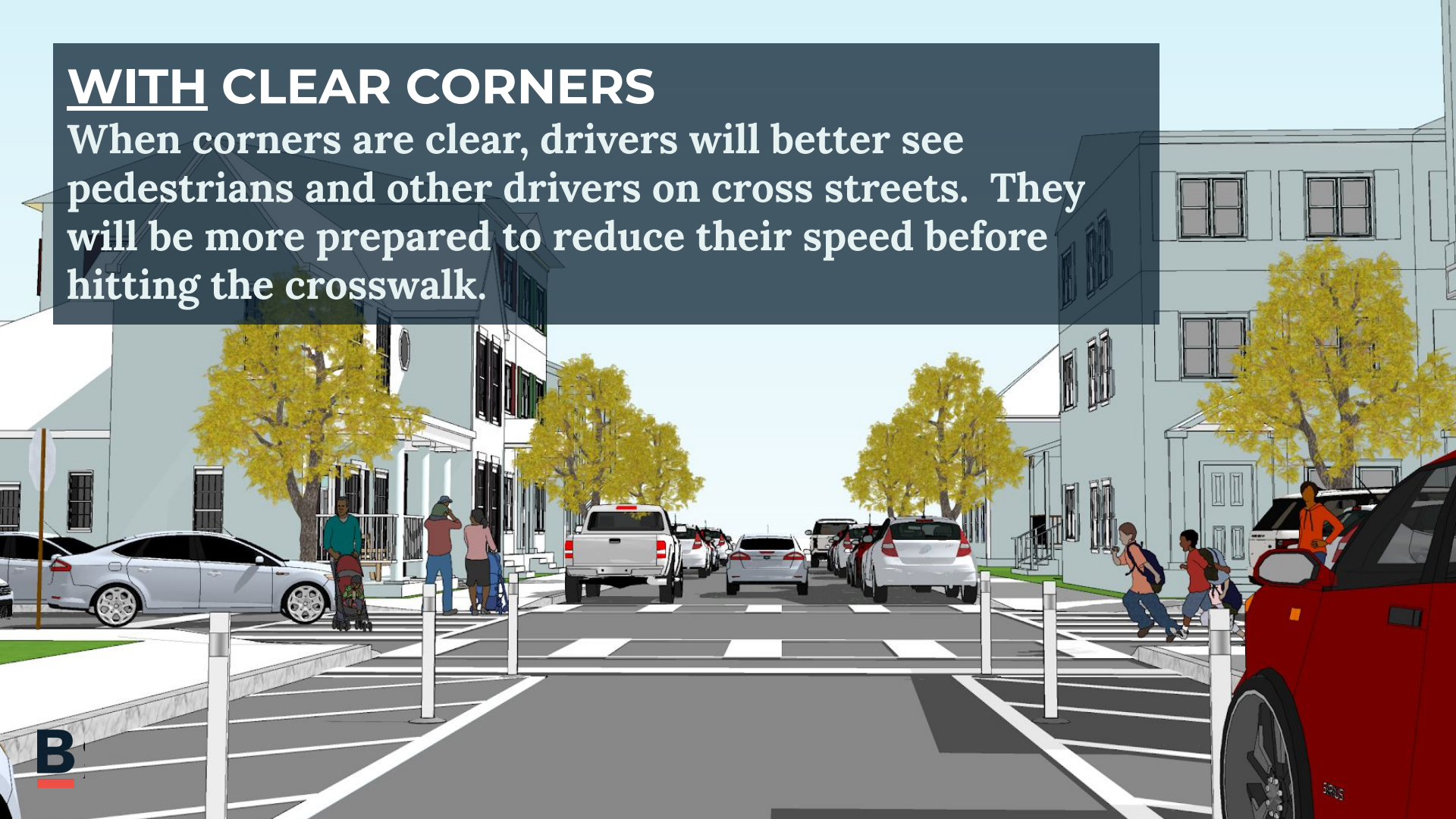
WITHOUT CLEAR CORNERS

Cars parked too close to the crosswalk can make it hard to see other drivers or people walking. This makes crashes at intersections more dangerous.



WITH CLEAR CORNERS

When corners are clear, drivers will better see pedestrians and other drivers on cross streets. They will be more prepared to reduce their speed before hitting the crosswalk.





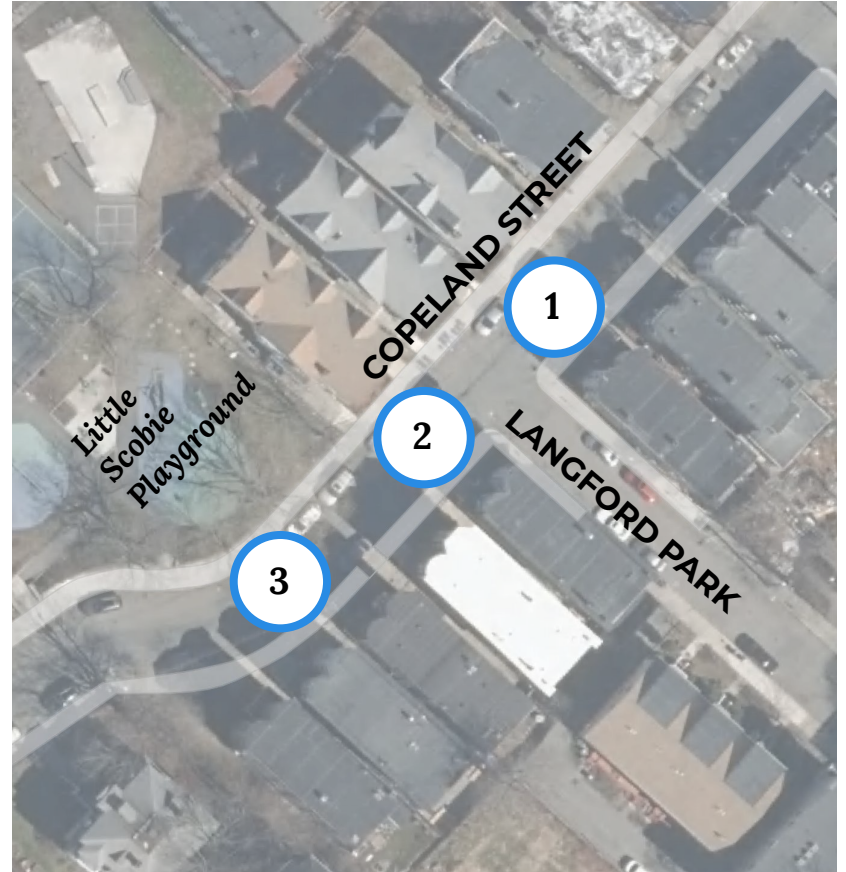
A SAFER CROSSING ON COPELAND STREET

Safety Concerns

- ▶ “Blind spot” in front of park due to curve in street and cars parked on both sides
- ▶ No existing crosswalk near Little Scobie Playground



We have 3 design options for a safer crossing on Copeland Street

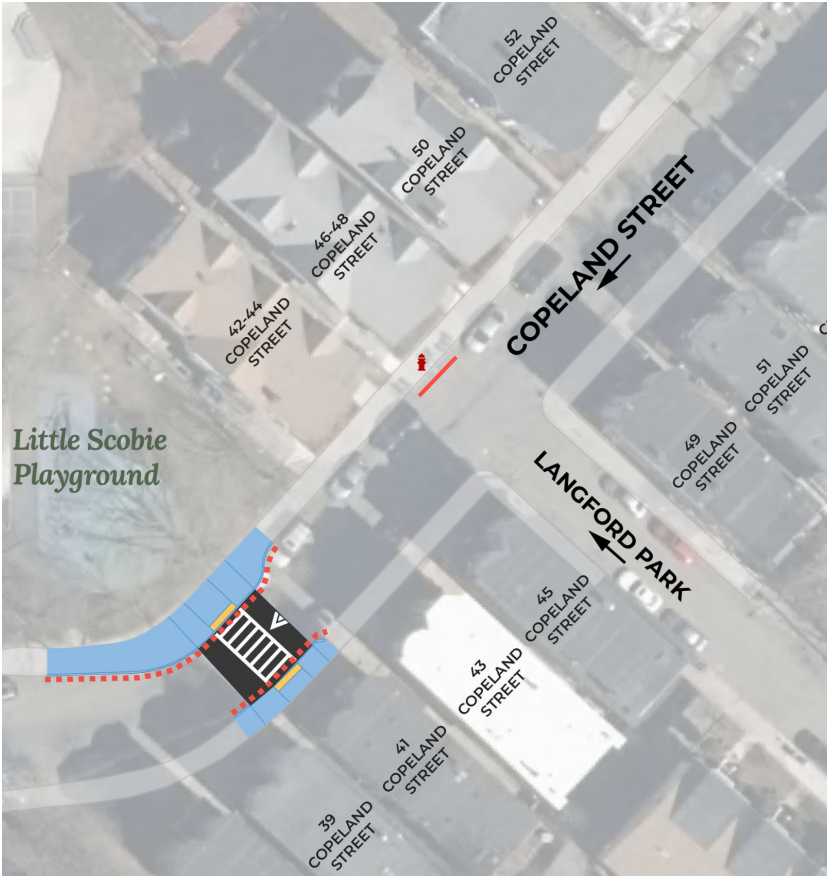


Raised crosswalk by the Little Scobie Playground



- Crossing is located on straight part, **before curve in street**, and will be visible by cars from far away
- Raised crossing is **safe and comfortable** - eliminates needs for building curb ramps
- **Closest option** to park entrance

Raised crosswalk by the Little Scobie Playground



To keep these crosswalks safe for everyone, parking will be restricted **along the curb extensions** by 41 Copeland Street.

With clear space in front of the crosswalk, drivers and pedestrians will better see each other.

Parking Restrictions

- Existing Restriction
- - - Proposed Restriction

Raised crosswalk south of Langford Park



- Option to build a **raised crosswalk** south of Langford Park

Raised crosswalk south of Langford Park



Parking will be restricted by

- 42-44 Copeland Street and
- 45 Copeland Street

Parking Restrictions

- Existing Restriction
- - - Proposed Restriction

Raised crosswalk north of Langford Park



- Option to build a **raised crosswalk** north of Langford Park

Raised crosswalk north of Langford Park



Parking will be restricted by

- 46-48 Copeland Street and
- 49 Copeland Street

Parking Restrictions

- Existing Restriction
- - - Proposed Restriction

Raised crosswalk north of Langford Park



This option would mean moving accessible parking space from 50 Copeland Street to in front of 52 Copeland Street.

Parking Restrictions

- Existing Restriction
- Proposed Restriction

Let's chat!

Option A



Option B



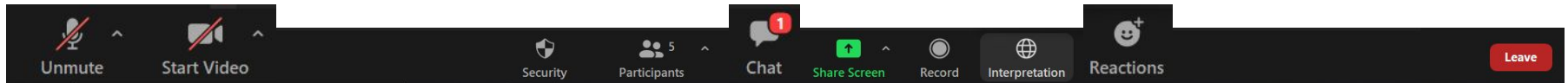
Option C



Let's chat!

Joining via phone? Press *6 to unmute.

You can use non-verbal feedback options. Raise your hand or leave a message in the chat box if you have a question. If you called into the meeting, use *9 to raise your hand.

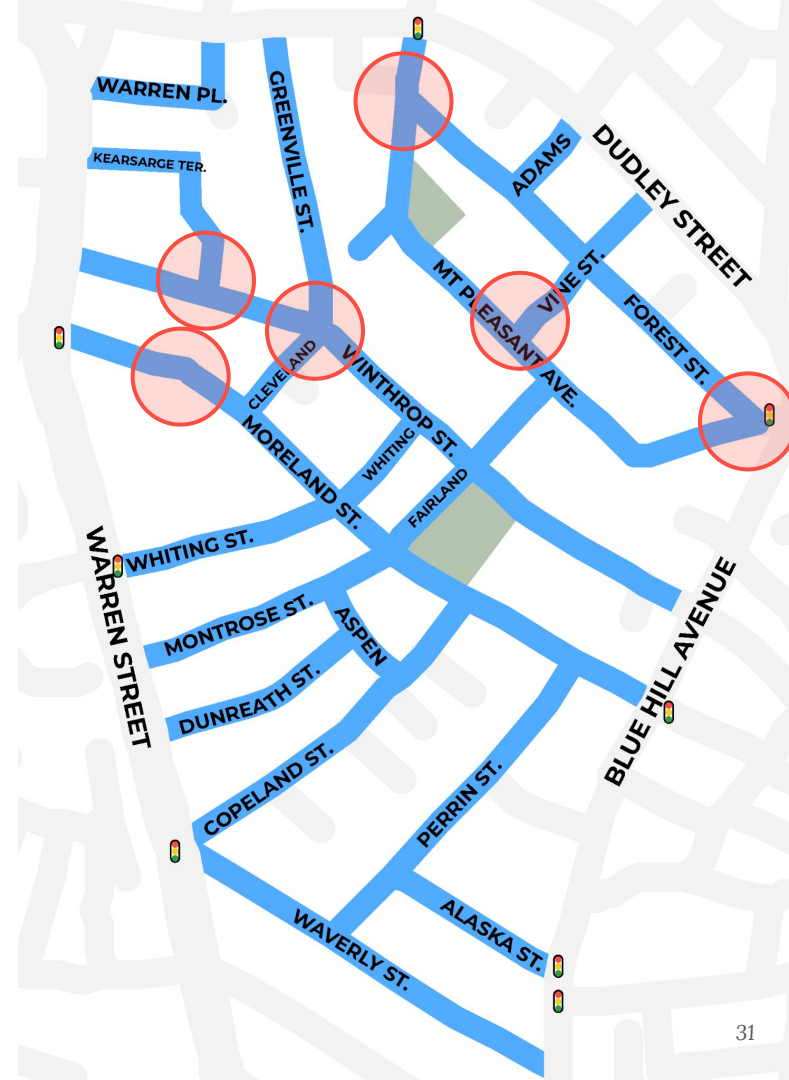


A blue-tinted photograph of a residential street. On the left, several cars are parked along the curb. In the background, there are multi-story houses and trees. On the right, there is a sidewalk and some greenery. The text "WHAT'S NEXT?" is overlaid in the center in a large, white, sans-serif font.

WHAT'S NEXT?

We will hold another meeting to discuss:

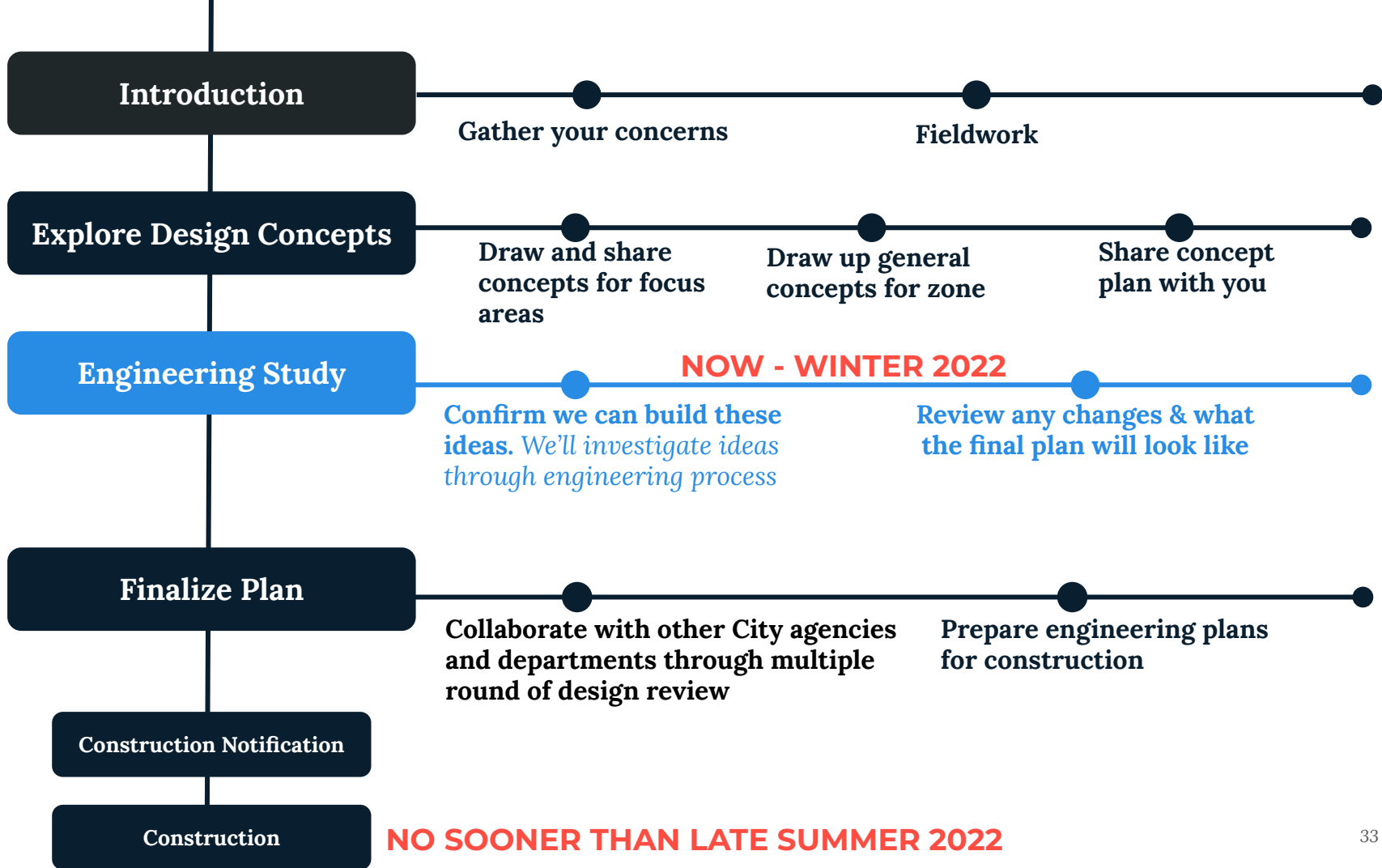
- ▶ Requests for new crosswalks
 - Exploring where crosswalks are possible without advanced engineering
- ▶ Reported visibility issues at intersections
 - Reviewing all locations that have been sent to us



We need your feedback

These plans can still change!

- ▶ Attend our “office hours”
 - *bit.ly/Slow-Streets-15*
- ▶ Get in touch by mail, email, or phone
- ▶ Share information with your neighbors



Stay in touch

- ▶ **boston.gov/slow-streets/moreland-mtpleasant**
 - Sign up for email updates
 - Check the latest information
- ▶ **bit.ly/Slow-Streets-15**
 - Make an appointment to chat with us
- ▶ **slow.streets@boston.gov**
- ▶ **Boston Transportation Department**
ATTN: Slow Streets
1 City Hall Square, Room 721
Boston MA 02201



PAST MEETINGS

A blue-tinted photograph of a residential street. On the left, several cars are parked along the curb. In the background, there are multi-story houses and trees. On the right, there is a sidewalk and some greenery. The text "THROUGHOUT THE ZONE" is overlaid in the center in a white, bold, sans-serif font.

THROUGHOUT THE ZONE

“Gateway” signs and markings

- ▶ Let people know they’re in a Slow Zone
- ▶ 20 MPH signs
- ▶ Supplemental “20 MPH” pavement marking



Speed humps are not speed bumps



YES! Gradual taper up and down, 12 to 14 feet long



NO! Abrupt, hard bump, 3 to 4 feet long

Speed hump considerations

1. Hills
2. Curved streets
3. Emergency needs

We cannot put speed humps on steep sections of streets.



Speed hump considerations

1. Hills
2. Curved streets
3. Emergency needs

We cannot put speed humps on or near curves. Drivers won't have enough advance visibility of them.



Speed hump considerations

1. Hills
2. Curved streets
- 3. Emergency needs**

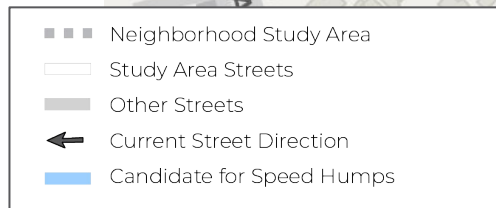


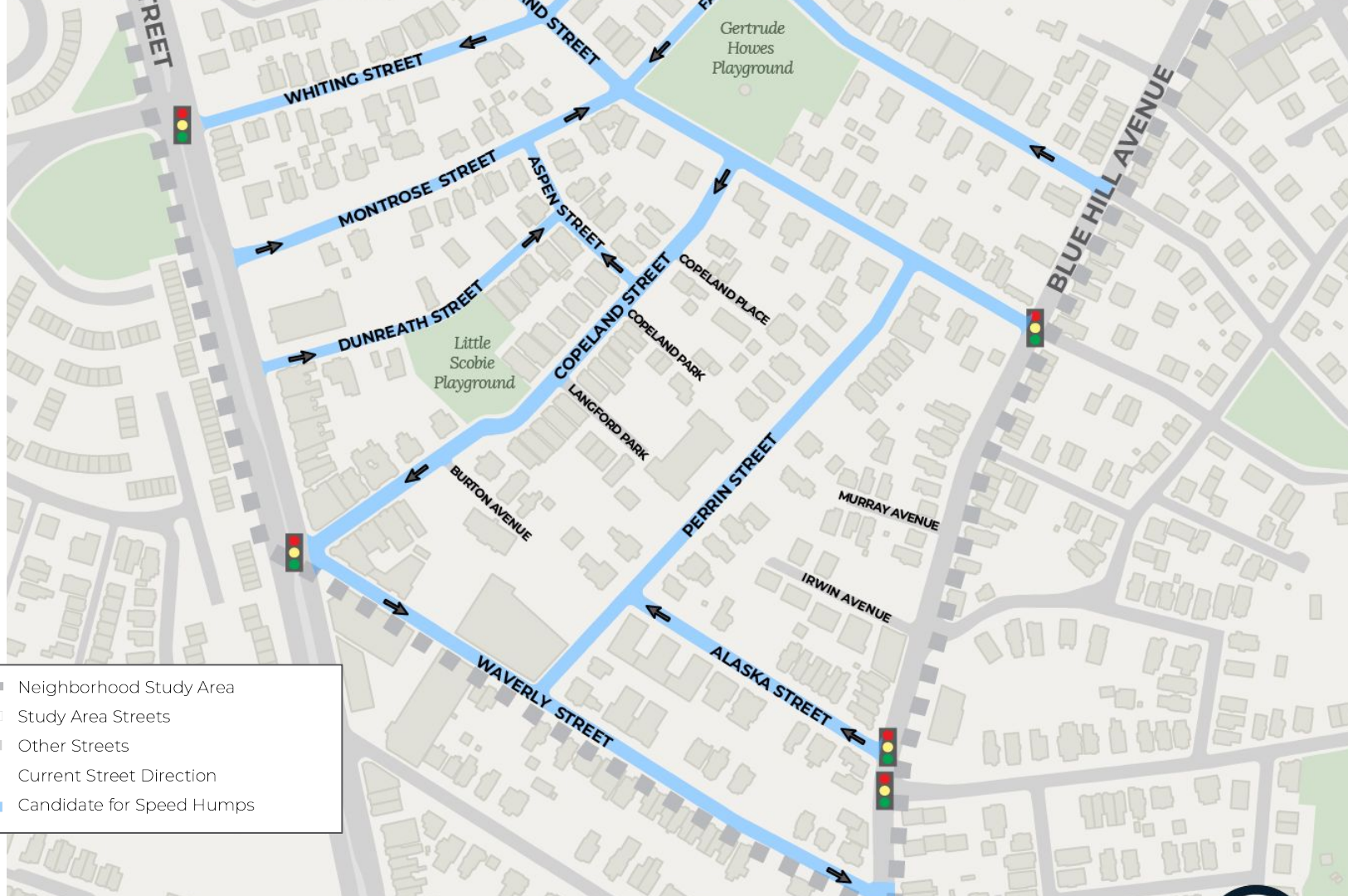
We follow guidance from emergency responders to plan how many speed humps we can build. We balance everyday safety needs with minimizing response times.

We are considering speed humps on these streets.

- ▶ **Blue areas** indicate potential speed humps segments.
- ▶ Segments in white are not eligible for speed humps.
- ▶ After the design review process, we may not put speed humps on all streets.







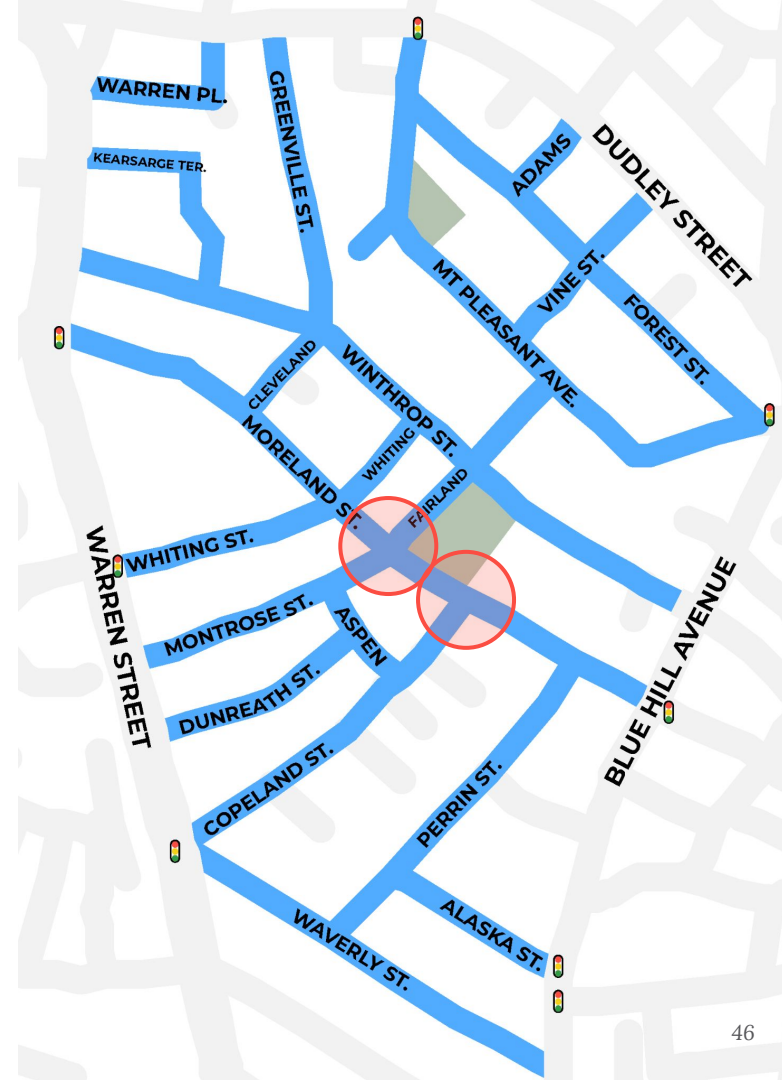
- ■ ■ Neighborhood Study Area
- Study Area Streets
- Other Streets
- ← Current Street Direction
- Candidate for Speed Humps



FOCUS AREA 1: MORELAND STREET

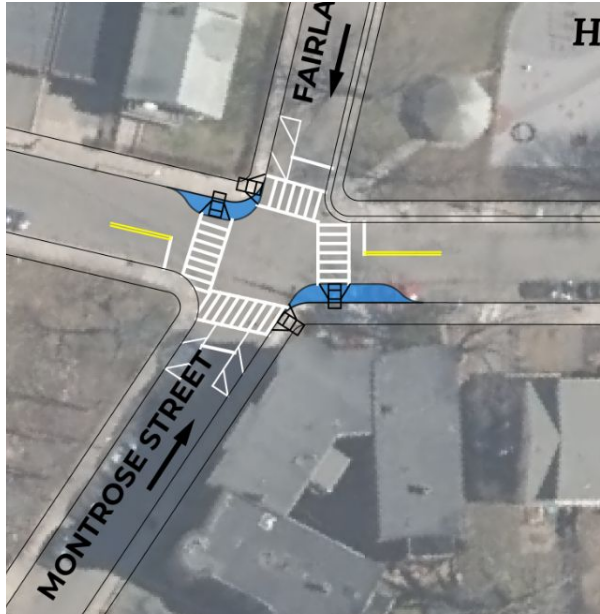
We're focusing here because:

- ▶ You told us that crossing the street does not feel safe
- ▶ It is hard to see other people crossing the street at the intersection
- ▶ Gertrude Howes Playground is an important place for the community

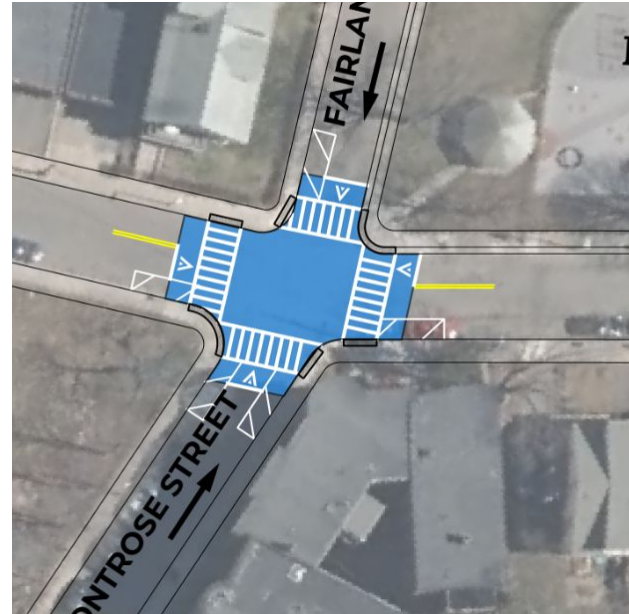


We shared two ideas for Moreland at Fairland

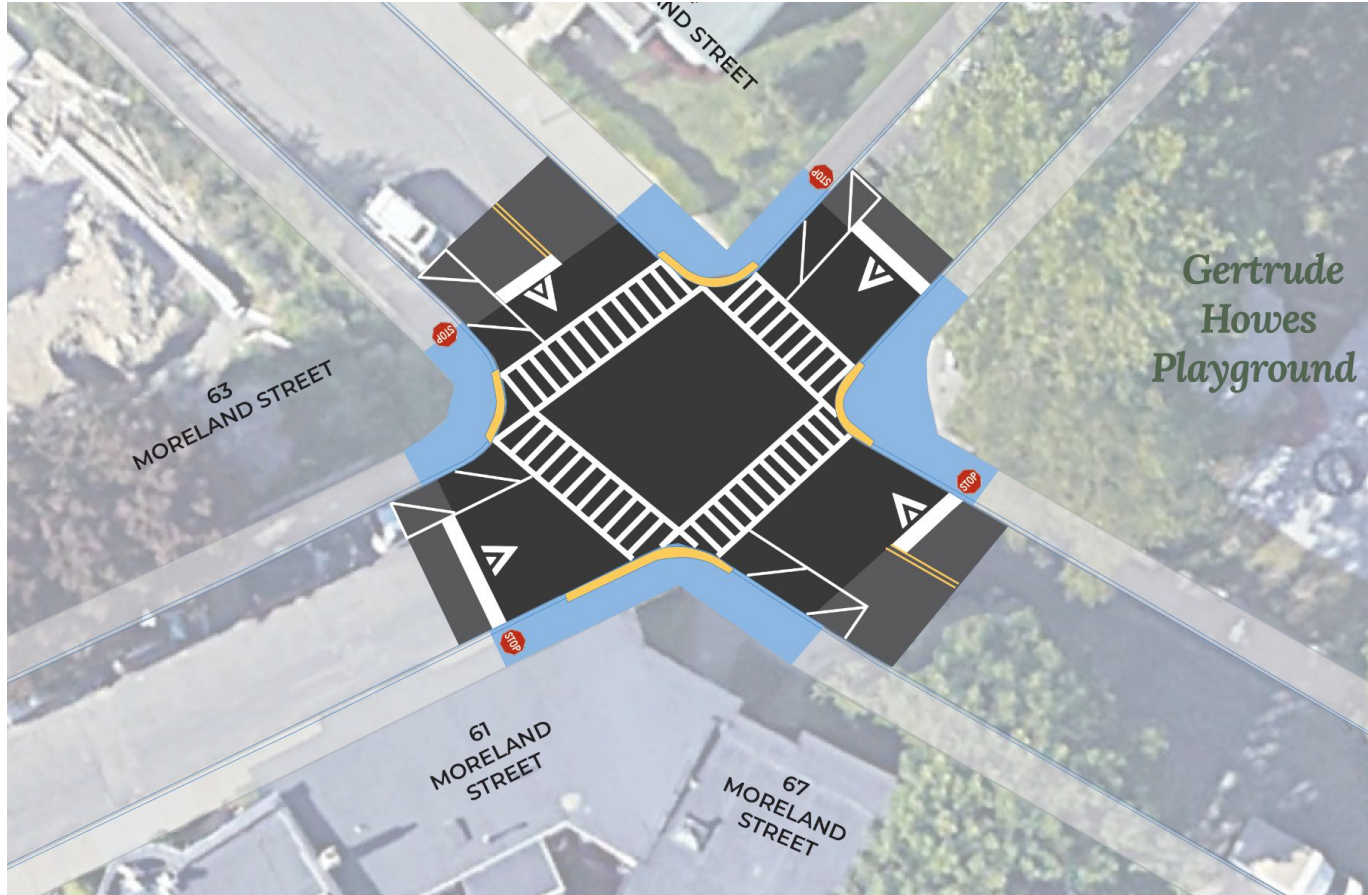
Option A:
Curb extensions



Option B:
Raised intersection

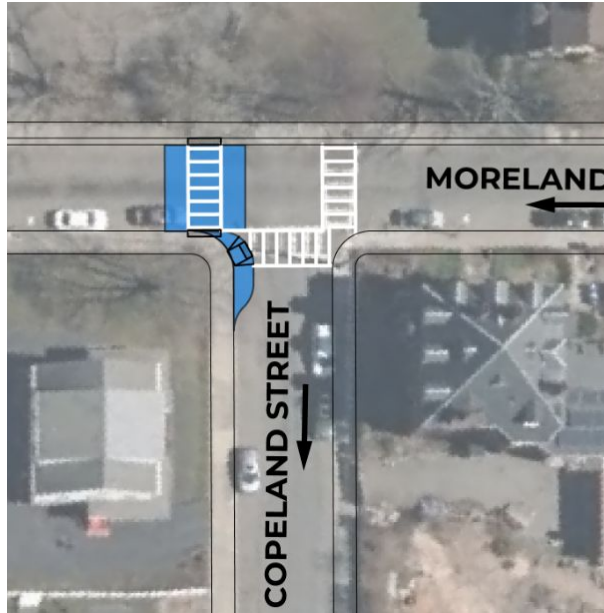


Initial design: raised intersection

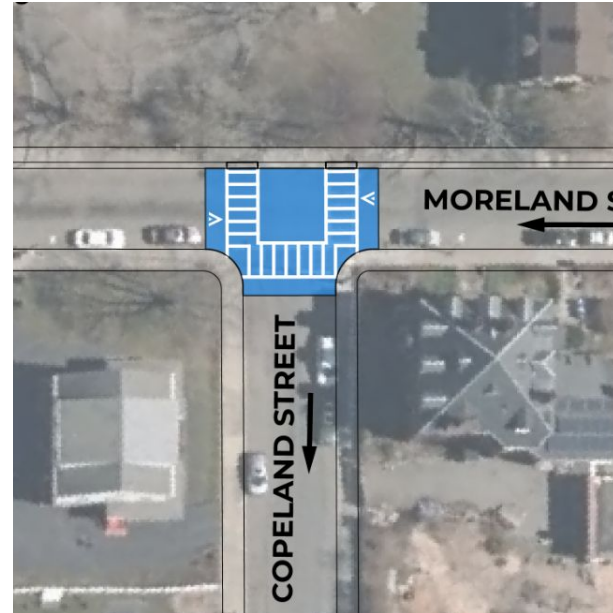


We shared two ideas for Moreland at Copeland

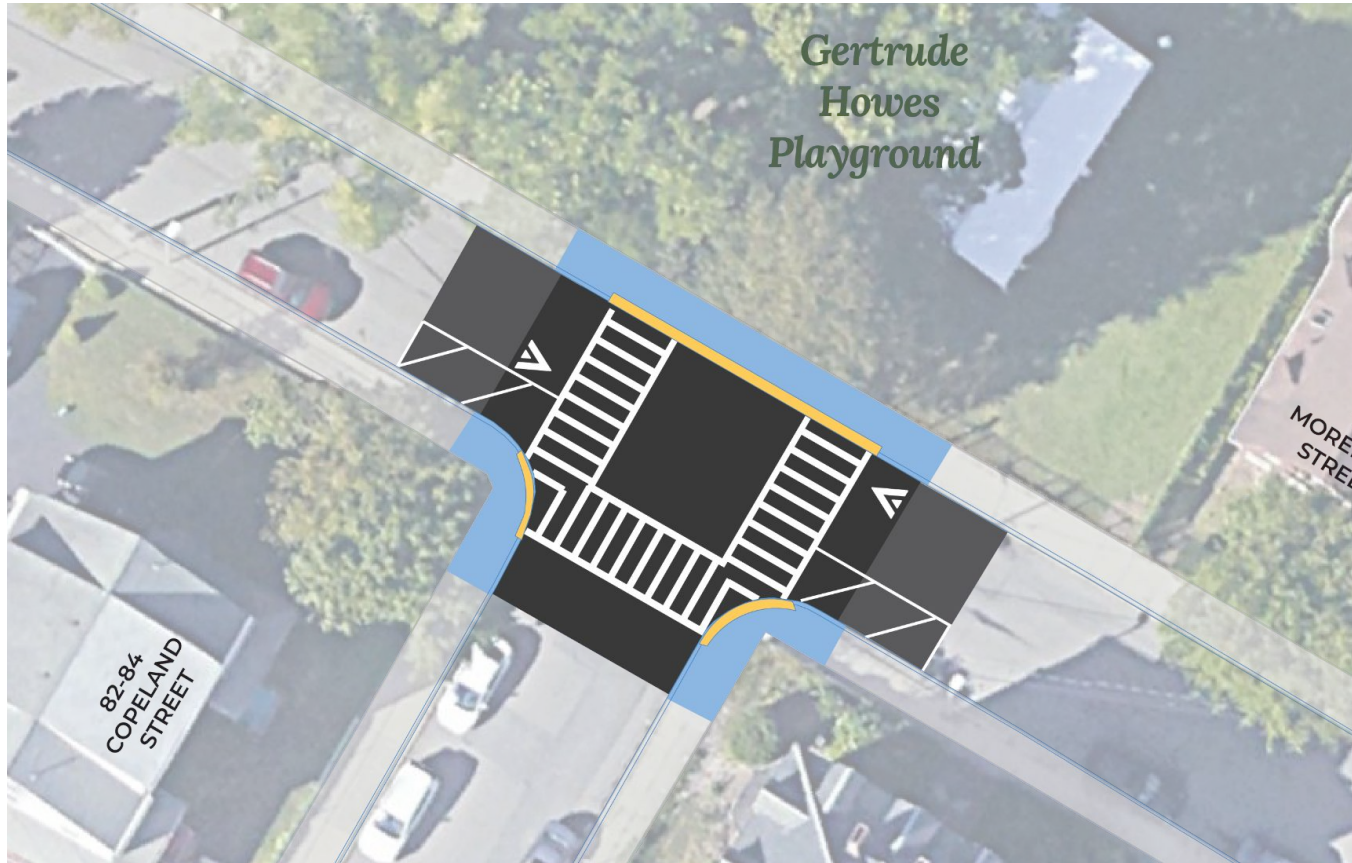
Option A:
Raised crosswalk



Option B:
Raised intersection



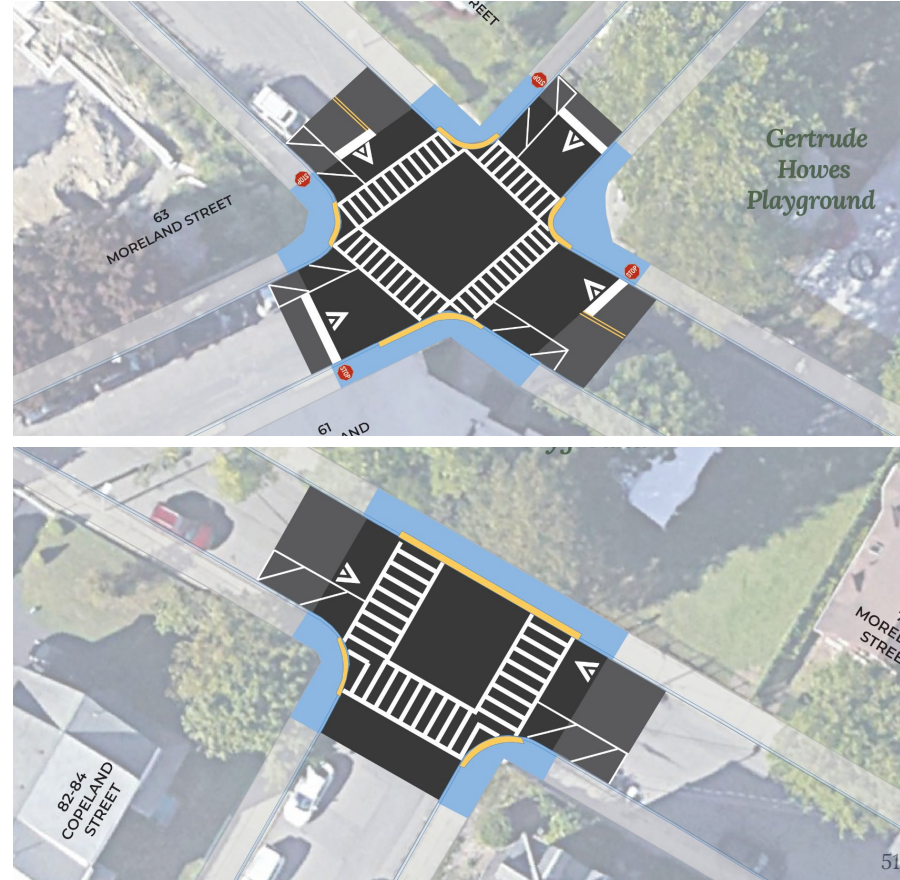
Initial design: raised intersection



About these raised intersections

To keep these crosswalks safe for everyone, we need to restrict some parking. This will help drivers and pedestrians see each other.

- ▶ You will not be allowed to park on the crosswalk.
- ▶ You will not be able to park approaching the raised intersection on Moreland, Fairland, and Montrose.

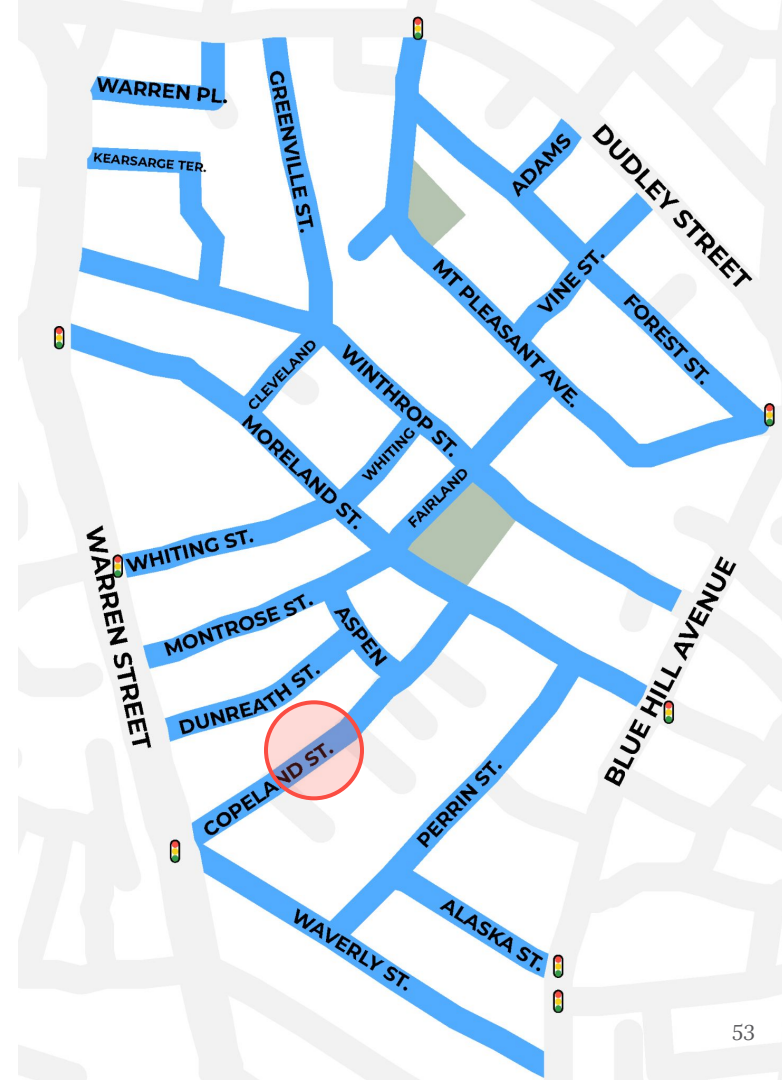




FOCUS AREA 2: COPELAND STREET

We're focusing here because:

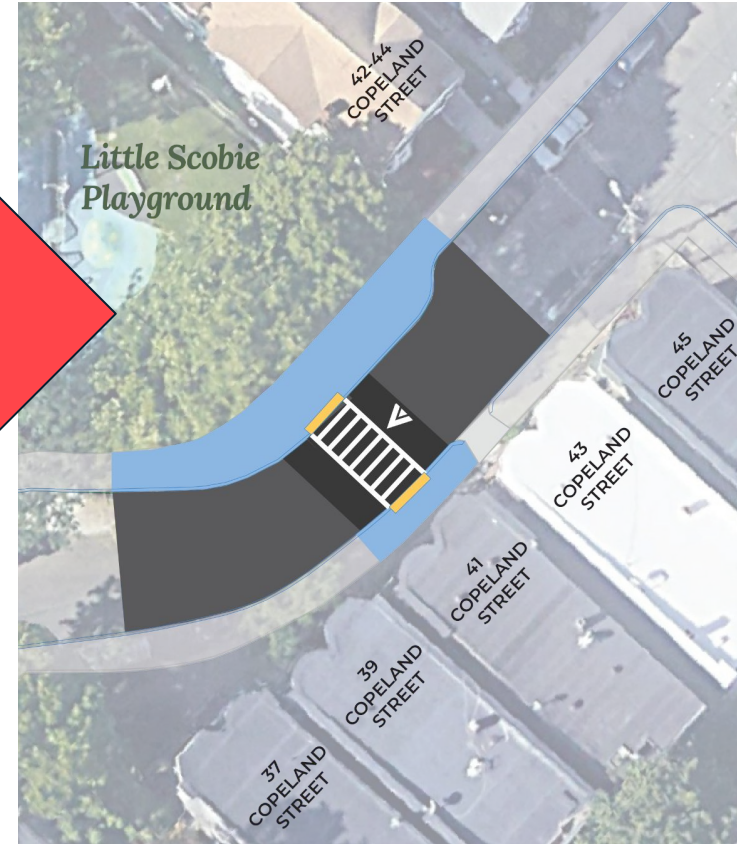
- ▶ People driving cannot see people crossing to the park
- ▶ There's no crosswalk to the park
- ▶ The bend in the street causes visibility issues



Concept

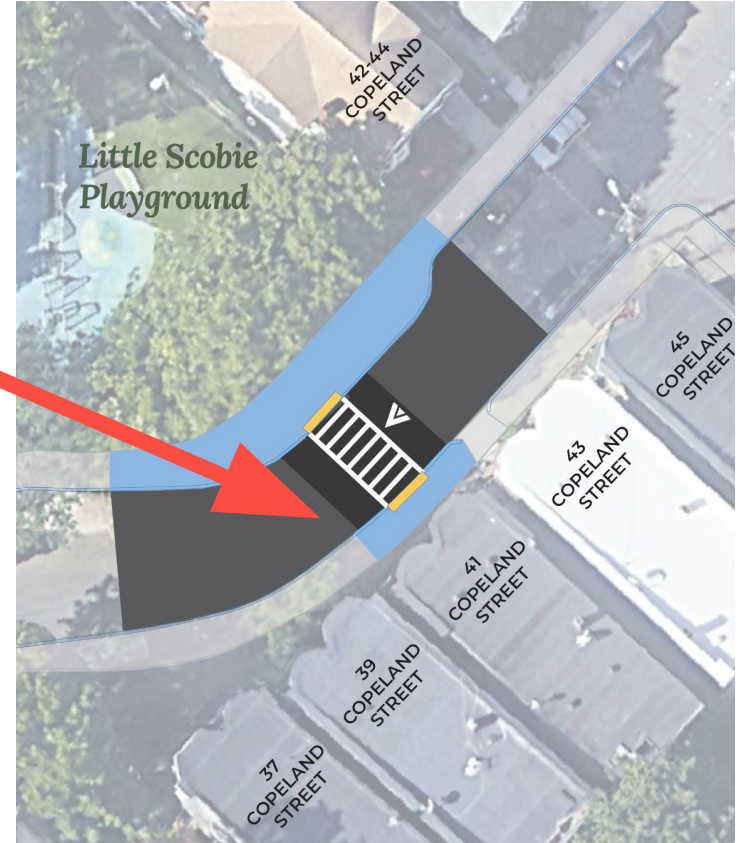


Initial design



What changed?

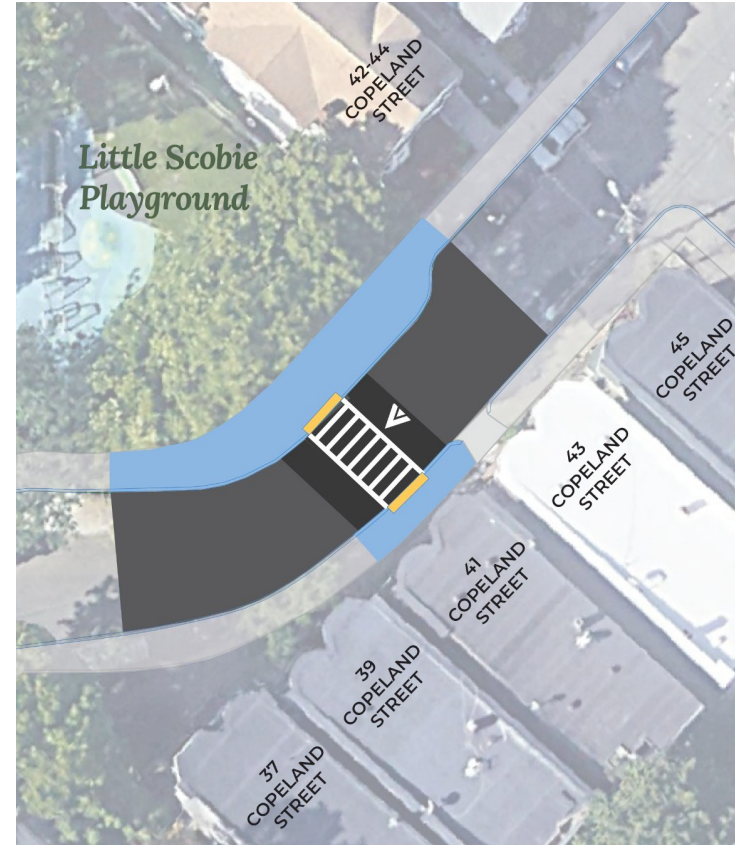
- ▶ Not possible to add second curb extension on eastern side, in front of residences



About the raised crosswalk design

To keep this crosswalk safe for everyone, we need to restrict some parking. This will help drivers and pedestrians see each other.

- ▶ You will not be allowed to park on the crosswalk.
- ▶ You will not be able to park on either side of Copeland before the crosswalk.

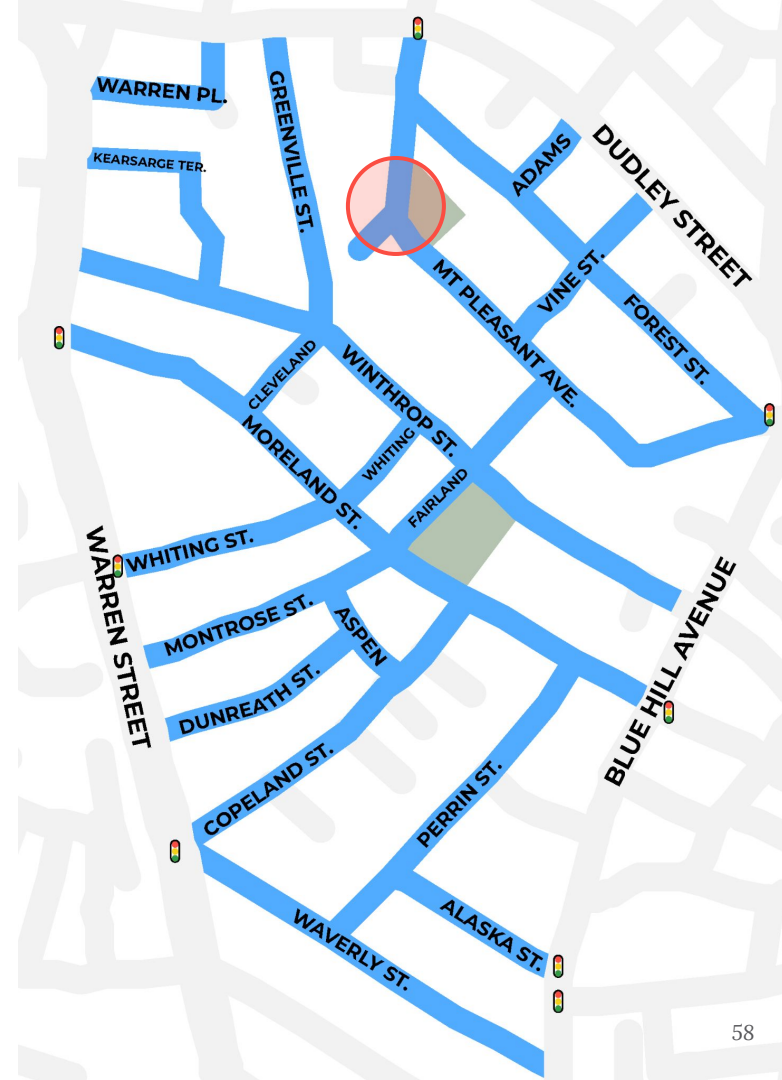




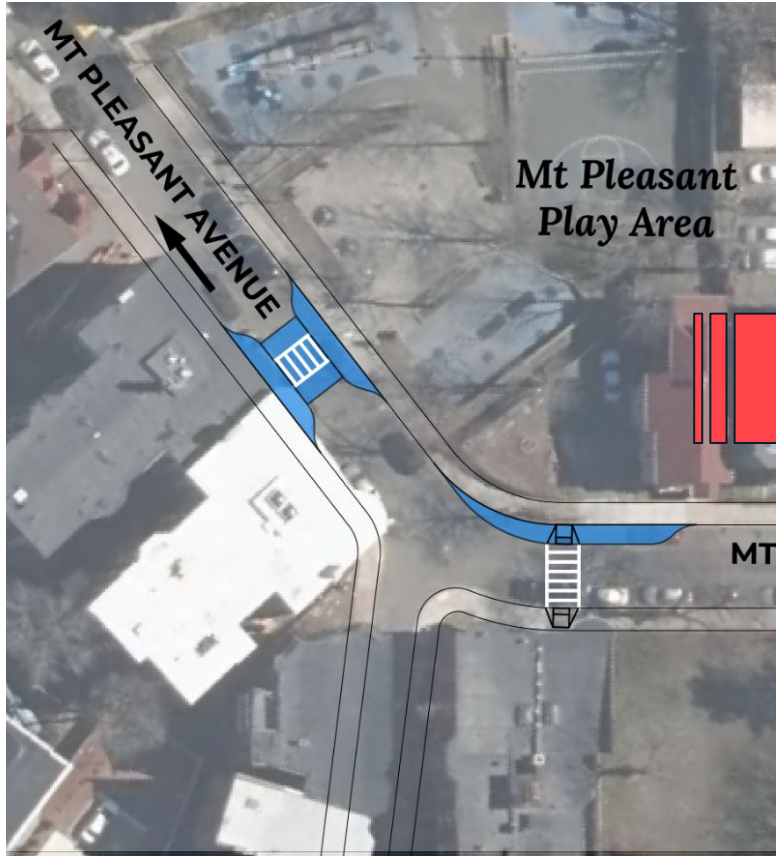
FOCUS AREA 3: MT. PLEASANT AVENUE

We're focusing here because:

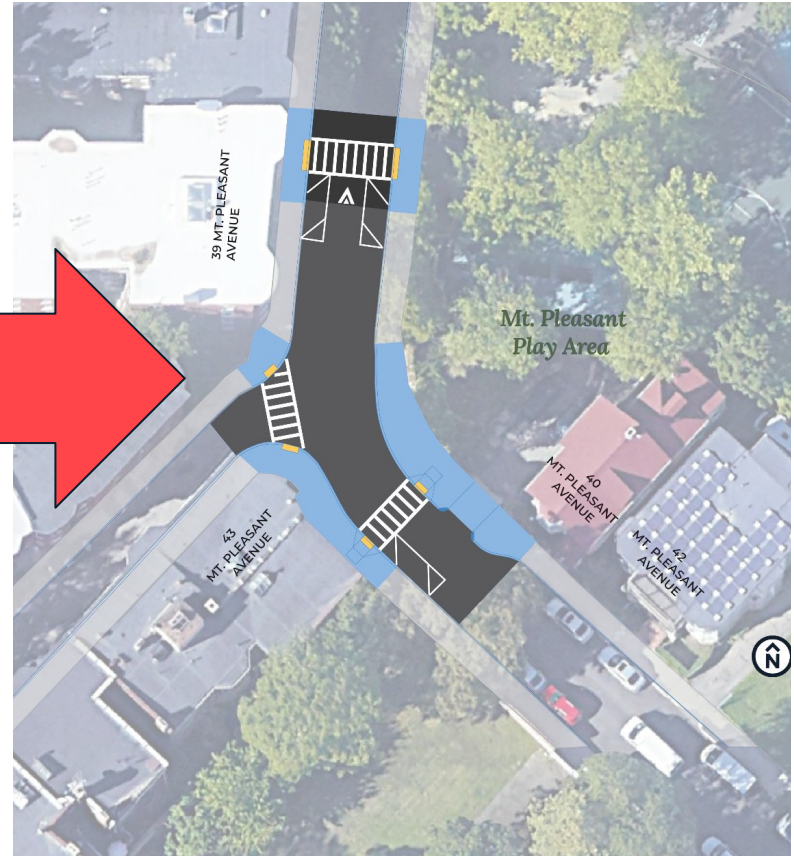
- ▶ People driving cannot see people crossing to the park
- ▶ There's no crosswalk to the park
- ▶ The bend in the street causes visibility issues



Concept

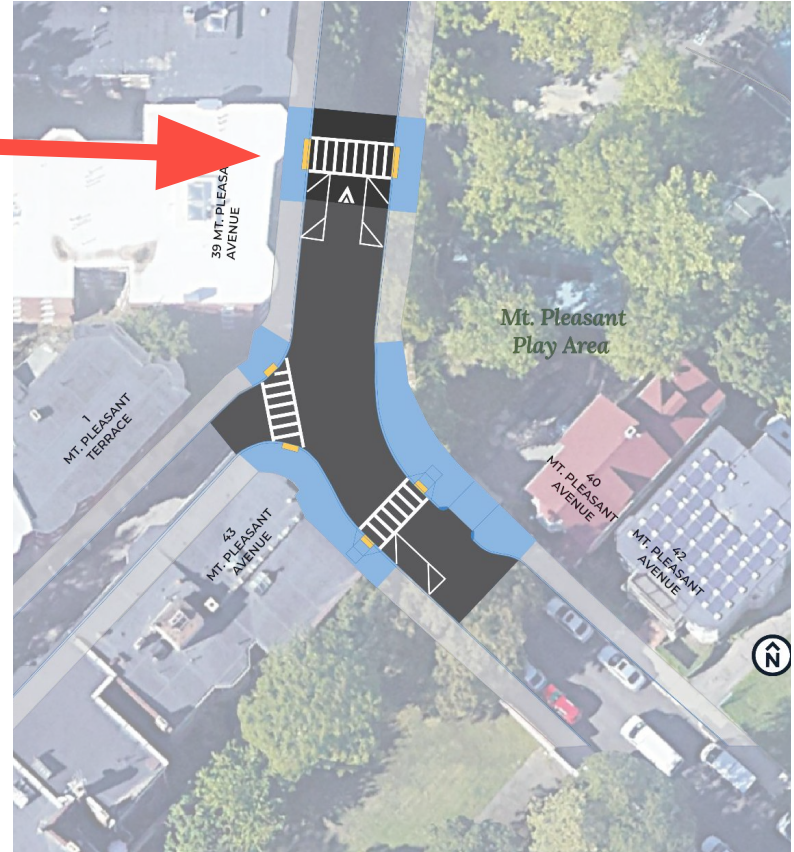


Initial design



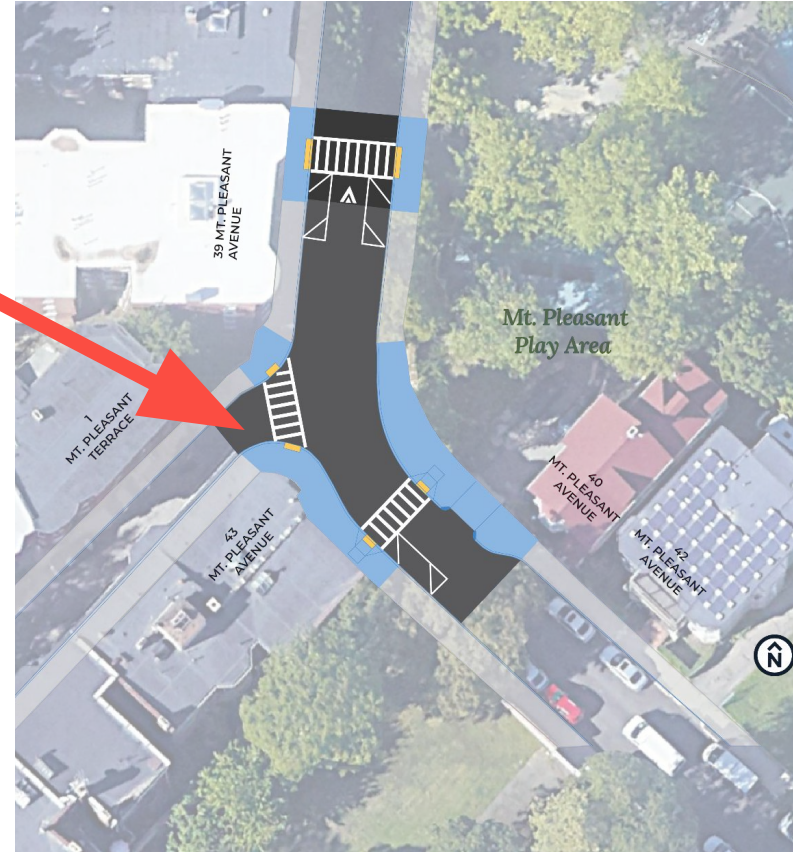
What changed?

- ▶ Not possible to add curb extensions for the crosswalk



What changed?

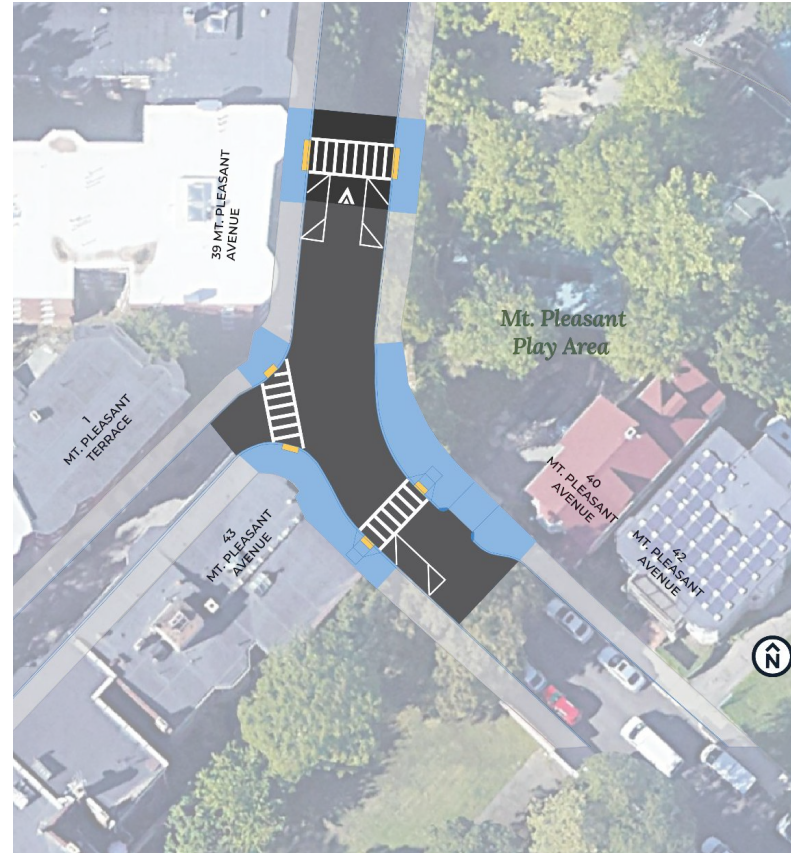
- ▶ We will rebuild the curb ramps across Mt. Pleasant Terrace



About these crosswalk changes

To keep these crosswalk safe for everyone, we need to restrict some parking. This will help drivers and pedestrians see each other.

- ▶ You will not be allowed to park on the crosswalks.
- ▶ You will not be able to park on either side of Mt. Pleasant Avenue before the crosswalk.





STREET DIRECTION CHANGE: PERRIN STREET

Make Perrin a one-way street.

Many people asked us about this idea. Let's talk about how!

